



At Tronad on the B. and O.

## IS LAW VIOLATED BY THE RAILROADS?

Emission of Smoke That is  
Thick and Dense.

### SOME QUESTIONS ASKED

Issue Never Taken Into Court for De-  
termination.

### SOME ANXIOUS FOR TEST CASE

Statement by a Suburbanite—Condi-  
tion Not Unlike Pictured Foggy  
Days in London.

Is the District smoke law being violated  
by the railroad corporations whose trains  
enter and depart from this city? If so, why  
are not those who are responsible for the  
violations prosecuted?

The foregoing queries have been pro-  
pounded recently by business men and  
others who are concerned regarding the  
law and its operation. They recall the  
number of prosecutions in the Police Court  
of citizens from whose smokestacks and  
chimneys the District's alert inspectors  
have seen "thick or dense black or gray  
smoke or cinders" emitted.

"Thick or dense black or gray smoke

## WHAT SULPHUR DOSE FOR THE HUMAN BODY IN HEALTH AND DIS- EASE.

COSTS NOTHING TO TRY.

The mention of sulphur will recall to many of  
us the early days when our mothers and grand-  
mothers gave us our daily dose of sulphur and no-  
lapses every spring and fall.

It was the universal salve and fall "blood puri-  
fier," tonic and cure-all, and, mind you, this old-  
fashioned remedy was not without merit.

The idea was good, but the remedy was crude  
and unsatisfactory. A large quantity had to be  
taken to get any effect.

Nowadays we get all the beneficial effects of  
sulphur in a palatable, concentrated form, so that  
a single grain is far more effective than a table-  
spoonful of the crude sulphur.

In recent years research and experiment have  
proven that the best sulphur for medicinal use is  
that obtained from Calcium (Calcium Sulphide) and  
sold in drug stores under the name of Stuart's  
Calcium Waters. They are small chocolate-coated  
pellets and contain the active medicinal princi-  
ple of sulphur in a highly concentrated, effective  
form.

Few people are aware of the value of this form  
of sulphur in restoring and maintaining bodily  
vigor and health; sulphur acts directly on the  
liver and excretory organs and purifies and en-  
riches the blood by the prompt elimination of  
waste material.

Our grandmothers knew this when they doused  
us with sulphur molasses every spring and  
fall, but the crudity and impurity of ordinary  
flowers of sulphur were often worse than the  
disease, and cannot compare with the modern en-  
capsulated preparation of Stuart's Calcium Wa-  
ters. Stuart's Calcium Waters is undoubtedly the best  
and most widely used.

They are the natural antidote for liver and kid-  
ney troubles and cure constipation and purify the  
blood in a way that often surprises patient and  
physician alike.

Dr. R. M. Wilkins, while experimenting with  
sulphur remedies, soon found that the sulphur from  
Stuart's Calcium Waters was superior to any other form. He says:  
"For liver, kidney and blood troubles, especially  
when resulting from constipation or malaria, I  
have been surprised at the results obtained from  
Stuart's Calcium Waters. In patients suffering  
from boils and pimples and even deep-seated car-  
buncles, I have repeatedly seen them dry up and  
disappear in four or five days, leaving the skin  
clear and smooth. In patients with skin diseases,  
eczema, and other eruptions, I have seen the  
eruptions in all forms of skin diseases as this rem-  
edy."

At any rate, people who are tired of pills, cat-  
arths and so-called blood "purifiers" will find in  
Stuart's Calcium Waters, a far safer, more palat-  
able and effective preparation.

Send your name and address today for a free  
trial package and see for yourself.

P. A. Stuart Co., 57 Stuart Bldg., Marshall,  
Mich.

and cinders" have been emitted from the  
funnels of locomotives passing through  
the streets of Washington and its suburbs,  
but it is not recalled that there have been  
any prosecutions therefor. Hence the  
query.

Judge Kimball of the Police Court, when  
asked by a Star reporter yesterday after-  
noon if there had been any cases of al-  
leged violation of the smoke law taken  
into court to determine whether or not  
the law applied to the railroad companies,  
replied in the negative. The impression  
seems to prevail among Police Court offi-  
cials that the law does not so apply.

Never Intended to Apply.

The impression also prevails among other  
citizens that the law was never intended to  
apply to railroad corporations and that  
those who watch legislation in the halls of  
Congress in the interest of the railroad  
companies were careful to see that it did  
not so apply. But the law bears down with  
a heavy hand on those District business  
men who have smokestacks or chimneys  
which occasionally emit the dense black or  
gray smoke of the unlawful variety, and  
those who have felt this pressure of po-  
lice prosecution are anxious that a test  
case against the railroads should be made  
before Congress begins its sessions next  
month. The reason of this anxiety was ex-  
plained by a merchant yesterday, who said  
that if the law does not reach the puff-  
ing, snorting, smoke-emitting locomotives,  
then, as an act of simple justice, Congress  
should either see that it does reach them  
or else repeal the act.

The statement was made by a citizen  
who resides in one of the suburban places  
along the line of one of the railroads that  
those men who have been fined, and fined  
heavily, and repeatedly, for permitting  
smoke to arise from stacks high in the air,  
and in one certain fixed locality, are natu-  
rally indignant when they observe the im-  
munity of the railroads, whose locomotives,  
with stacks lower than the second story of  
an average dwelling, are permitted to move  
along the streets and dash through the in-  
trusive villages in the suburbs puffing out  
great clouds of black smoke, which dis-  
tributes itself through the neighborhood,  
blackening the houses inside and out and  
filling them and the surrounding atmos-  
phere with the odor of coal gas.

Statement by Suburbanite.

One suburbanite said the railroads were  
permitted with impunity and immunity to  
"violate the law on the fly—to fill our eyes  
and noses with smoke, gas and cinders."

The question as to whether the railroads  
are or are not amenable to the law is being  
debated in business circles, and it may be  
that Congress will be asked to take some  
action in the premises this winter. The  
smoke law, which may be very much in the  
public eye in the near future, pro-  
vides:

"That on and after six months from the  
passage of this act the emission of dense  
or thick black or gray smoke or cinders  
from any smokestack or chimney used in  
connection with any stationary engine,  
steam boiler or furnace of any description  
within the District of Columbia shall be  
deemed, and is hereby declared, to be a  
public nuisance: Provided, That nothing in  
this act shall be construed as applied to  
chimneys of buildings used exclusively for  
private residences.

"Sec. 2. That the owner, agent, lessee or  
occupant of any building or of any struc-  
ture, from the smokestack or chimneys of  
which there shall issue or be emitted thick  
or dense black or gray smoke or cinders  
within the District of Columbia on or after  
the day above named shall be deemed and  
held guilty of creating a public nuisance  
half-violating the provisions of this act.

"Sec. 3. That any person or persons viola-  
ting the provisions of this act shall, upon  
conviction thereof by the Police Court of  
the District of Columbia, be punished by  
a fine of not less than \$10 nor more than  
\$100 for each and every offense; and each  
and every day wherein the provisions of  
this act shall be violated shall constitute a  
separate offense."

Observations and Comparisons.

For the purpose of making observations  
and comparisons as to the emission of  
smoke of the described kind a Star re-  
porter armed with a camera made an in-  
cursion into the suburban places about  
the city, and through some of the streets  
in the city proper over which the railroad  
trains travel. As he approached the set-  
tlement known as Tronad, on the out-  
skirts of Northeast Washington, he ob-  
served a great bill of black and gray smoke  
overhanging the place. It was suggestive  
of a conflagration, and he inquired of a  
half-dressed boy the cause of the smoke.

"Dat smoke cums from de engine," was  
the reply. "You'll find ober yonder, de  
engine' house whar de runners are kept."

Along Montello avenue the smoke drifted  
close to the ground, and more than one  
of the residents said at times it became  
necessary to keep their windows closed to  
keep out the grimy clouds and the almost  
suffocating gas. Extending alongside the  
roundhouse was a sort of road—a houseless  
thoroughfare—which a sign on a lamp post  
informed the passerby was Penn street.

This so-called street extended from the  
roundhouse to a barren decline. It was  
devoid of dwellings and soon lost itself in  
a field of autumn-dried grass and weeds.

Many locomotives were at the Tronad  
roundhouse, and from the funnels of nearly  
all of them dense masses of smoke poured  
out. Some of it was almost jet black and  
some of a dark gray color. In other in-  
stances the smoke was of a light color  
like steam. But all the engines were smok-  
ing, and above Tronad hung the pall of  
smoke which had been seen in the distance.  
The wind was variable and contrary and  
distributed the smoke in all directions.

The fumes of coal gas were in evidence  
everywhere.

Gas Coal on Passenger Locomotives.

A railroad official informed the reporter  
that the Baltimore and Ohio company uses  
gas coal on its passenger locomotives and  
soft coal on the freight and yard or  
"drilling" engines. He explained that the  
dense black smoke was more generally pro-  
duced by the gas coal, but when the  
engine was "shut off" the black variety was  
succeeded by the light gray smoke. He  
also said that about forty-five locomotives  
a day are received and "treated" at the  
Tronad roundhouse.

A visit was next paid to Eckington, on the  
Metropolitan branch of the Baltimore and  
Ohio railroad, whence come complaints about  
the smoke of passing trains, and from the  
drilling locomotives about the Eckington  
freight house. The rapid jangling of the  
alarm bells at the grade crossing gates  
gave warning of the approach of a train  
soon after the reporter had reached the  
place. In the distance coming from the  
city was a passenger train moving at a  
lively rate. At first there was but little  
sign of smoke coming from the funnel of  
the engine, but as it reached the up-grade  
in front of the freight station the engine  
"opened her up" and great puffs of the  
blackest of smoke were emitted from the  
funnel. The dense dark masses roiled  
through Eckington like angry storm clouds  
and seemed to sear out the faintly  
painted suburban residences with its black  
touch. In the wake of the clouds of black  
smoke was the aftermath of gas.

In that locality there was a continuous  
smoky condition not unlike the pictured  
foggy days in London. Along the line of  
the railroad from Eckington to the up-grade  
was reached the locomotives pulling  
freight and passenger trains alike  
puffed vigorously and filled the surround-  
ing neighborhood with a gloomy pall of  
dark smoke. An engine pulling several  
coal cars approached. The locomotive was  
completely enveloped in smoke of the  
blackest kind. And so it went—locomotives  
and smoke; smoke and locomotives.  
In some instances the sun was temporarily  
obscured and semi-darkness overspread  
the scene.

Volume of Black Smoke.

As a Star reporter stood on the railroad  
platform at Langdon yesterday one of the  
"forty-five-minute trains" of the Baltimore  
and Ohio rushed past. The great passenger  
locomotive had just entered the picture-  
scape precincts of Winthrop Heights, just  
south of Langdon, when its smokestack be-  
gan emitting volumes of black smoke. In  
an instant the contrary winds had carried  
the smoke hither and thither in furies,  
and the picture of a train of almost suffo-  
cating gas.

"Do we object to the smoke of the pass-  
ing trains?" a good-natured resident of the  
Heights said, in reply to an interrogatory.  
"Well, I reckon we do, but what's the use.  
The smoke law, as applied to citizens of  
the District is one thing. As applied to the  
railroad corporations it is another thing.  
There's a difference with a distinction."

The speaker added that the annoyance  
is caused those who live near the railroad  
tracks by the smoke, cinders and gas from  
the freight and passenger trains that pass  
by there frequently day and night, espe-  
cially when the dwellings are to the wind-  
ward of the passing locomotives.

Grime Blown Into Homes.

Pointing to the big building just beyond  
Langdon which was formerly used as a  
butterine factory, with its high stacks, he  
continued:

"No matter how much black or dark gray  
smoke might be emitted from those stacks  
it would have no appreciable effect on the  
surrounding neighborhood owing to the  
height from the ground of the point of  
emission. But, just the same, let the man-  
agers of that place permit such conditions  
to exist and they would be promptly haled  
into the Police Court and fined. Then look  
at the other picture—dozens of trains pass-  
ing here every day and night with masses  
of black smoke streaming from the smoke-  
stacks of their locomotives so close to terra  
firma that the dark and grimy masses are  
blown into our homes and our very faces,  
and still no prosecutions under the so-called  
smoke law."

Along the streets in South Washington  
which are traversed by trains of the Penn-  
sylvania railroad and those running to the  
south, similar conditions prevailed to some  
extent. At the bridge which spans the  
street just south of the 6th street railroad  
station several passing locomotives emit-  
ted many puffs of black or dark gray smoke  
in combination with the stifling coal gas  
as they passed under the structure. The  
condition of the trackwork and the work of  
the bridge gives mute evidence of the quan-  
tity, quality and color of the smoke that is  
emitted by the passing locomotives.

At the corner of 6th street and Maryland  
avenue an incoming train filled the neigh-  
borhood with dark smoke clouds from  
its locomotive, and citizens of that locality  
told of the grimy masses suffusing their  
homes and business places. In Southeast  
Washington similar conditions were found.

Coke Used by Yard Engines.

Railroad officials informed the reporter  
that coke is used by many of the yard  
engines, and that such use has overcome  
the nuisance caused by the employment of  
the soft variety.

A veteran engineer said the Philadelphia  
and Reading railroad has solved the smoke  
nuisance by successfully using hard coal  
on its engines. That coal, he added, does  
not produce the objectionable black or dark  
gray smoke.

The engineer added, however, that if cer-  
tain other railroads should be forced to  
change from soft to hard coal they would  
not only have to reconstruct their loco-

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FURNITURE OF THE RELIABLE KIND.

# Last Week of the Great Sale of Dining Room Furniture.



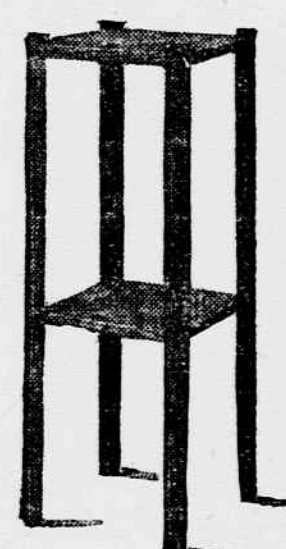
Your choice of many patterns  
of beautifully made Quartered  
Oak Buffets—different styles, but  
all of excellent construction and  
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range from \$40  
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## Other Good Values for This Week's Selling.

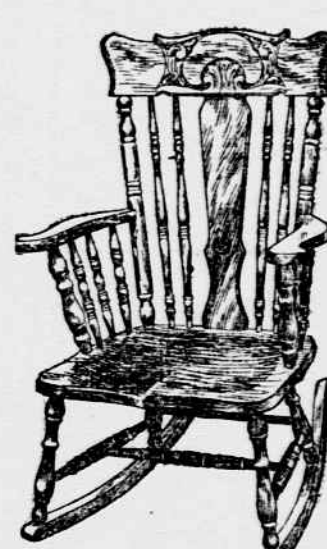
Our advertisements are always worth watching and should be read closely, for  
they tell about opportunities for saving money which you are otherwise liable to miss.  
The extraordinary values we offer are often beyond all reason except as an advertise-  
ment, and the things you need may be among those specially priced.



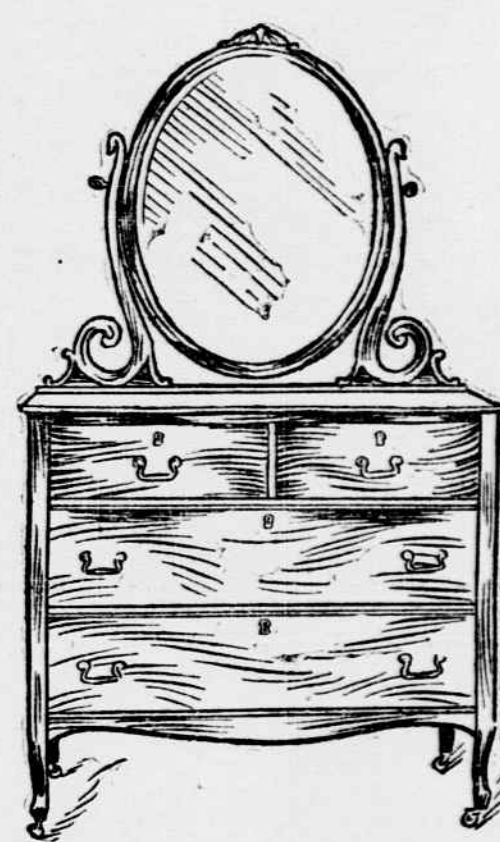
This large and massive Weathered  
Oak Rocker, with spring seat, up-  
holstered in leatherette. A very sub-  
stantial and well-made piece, which  
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Weathered Oak Ta-  
bles of this quaint mis-  
sion pattern, perfectly  
finished and solidly  
built. A value that you  
could not duplicate at  
twice the amount  
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Rockers of this pret-  
ty pattern, all quarter-  
ed oak and polished—  
high backs, saddle  
seat—well made and  
well balanced. An ex-  
ceptionally  
good  
value at **\$2.35**



We offer a variety of patterns in  
Highly Polished Quartered Oak  
Dressers, with oval French-plate  
mirrors and swelled or serpentine  
fronts—perfect construction and  
finish. Special  
price..... **\$19.85**

We are offering just as big values in our Car-  
pet Department as we are in Furniture, and our  
assortment is very large and well chosen. We  
also show all the newest effects in Lace Curtains  
and Portieres.

# JACKSON BROS.,

915-917-919-921-923-925  
Seventh Street.

motives, but also educate their firemen in  
the use of the hard commodity.

It was the opinion of another railroad  
man that in time a smoke-consuming de-  
vice will be invented which will obviate  
the present difficulty.

A big fortune and considerable fame  
await the man who perfects such a de-  
vice, also the blessing of many people,"  
was his parting remark.

## POLICE INSPECTION PARADE AND DRILL TO BE OMITTED THIS YEAR.

The parade and drill by the members of  
the police force will be omitted this year,  
but the department is to have a competi-  
tion in order that the board of inspection  
may be able to determine which precinct  
shall receive the prize flag.

In an order issued by Superintendent  
Sylvester yesterday afternoon it was an-  
nounced that the board will consist of the  
superintendent of police, Inspectors Cross  
and Gessford and Col. Burton R. Ross. The  
order sets forth:

"In view of the approach of the date for  
the award of the flag trophy to the precinct  
command which may merit the same, it is  
ordered that the several captains arrange  
for the inspection of their respective forces,  
houses, revolvers, equipments and clothing  
as follows: Tuesday, November 20, at 1  
p.m., first precinct; 2 p.m., third precinct;  
3 p.m., seventh precinct; Wednesday, No-  
vember 21, 1 p.m., eighth precinct; 2 p.m.,  
second precinct; 3 p.m., sixth precinct;  
Thursday, November 22, 1 p.m., fourth pre-  
cinct; 2 p.m., fifth precinct; 3 p.m., ninth  
precinct; 4 p.m., tenth precinct.

"Inspector Cross will inspect revolvers  
promptly at the appointed hour.

To March in Review.

"The drill heretofore had on occasions  
of inspection will not be required, but each  
command will be marched in review, by  
four, repeating company front, the align-  
ments, distances, steadiness, set up, salute  
and general demeanor being marked for  
consideration in making the award.

"In addition appearance of houses as to  
cleanliness and order, clothing and equip-  
ments as to condition and care, cleanliness  
and condition of revolvers, will be calcu-  
lated in making up the averages—captains  
to command.

"The mounted men will report to Capt.  
Elliott, at 4 o'clock p.m., the 20th instant,  
at the tenth police precinct and be inspec-  
ted and reviewed under his command.

"Members of the respective bicycle squads  
will report for inspection of wheels, speed-  
ometers and uniforms, in front of the Ar-  
lington Hotel at 12 o'clock, November 20.

"Members of the department appearing  
for inspection will wear winter helmet,  
dress coat, belt and white gloves, except  
the bicycle force, to appear in sack coats  
and regulation gloves."

## WOMEN'S OUTFITTING ESTABLISHMENT.

This store is devoted entirely and  
exclusively to the outfitting of  
women.

It is a unique establishment in  
that it deals in no merchandise not  
directly connected with outergar-  
ments.

The numerous advantages of buy-  
ing in an establishment maintained  
expressly for their special require-  
ments are self-evident.

Equally plain it is that stores di-  
viding their organization among var-  
ious commodities cannot do justice  
to women's wear.

This is a specialized business, con-  
centrating all its activities on cloth-  
ing for women.

Comprehensive stocks, original  
styles, exclusive novelties, special-  
ized methods combine to make this  
women's garment establishment easi-  
ly

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